



AUTOS & OTHERS

Police Department Promulgates Rules to Govern Motor and Horse Drawn Vehicles in Streets of Chicago.

Information of an Interesting Character from the Public Offices and About Men in Public Life.

General Gossip About Men and Doings in the Various Political Camps, and the Aspirants for Office and Honors.

The Big Presidential Campaign and the Important Places to Be Filled Attract the Attention of the Voters of Illinois.

The following proclamation calling attention to the city ordinances governing motor and horse-drawn vehicles has been promulgated by the Police Department in Chicago:

Article I—Definitions.
Section 1. The word "vehicle" includes equestrians, led horses and everything on wheels or runners, except street cars and baby carriages.
Sec. 2. The word "horse" includes all domestic animals.
Sec. 3. The word "driver" includes the rider or driver of a horse, the rider of wheels and the operator of a motor vehicle or street car.

Article II—Obedience.
Section 1. Drivers of vehicles and street cars must at all times comply with any direction, by voice or hand, of any member of the Police Force, as to placing, stopping, starting, approaching or departing from any place; the manner of taking up or setting down passengers, loading or unloading goods in any place.
Sec. 2. Ignorance of these rules shall furnish no excuse for disregarding them.

Article III—Pedestrians.
Section 1. Pedestrians should remember that while they have the right to cross the street in safety, the streets are primarily intended for vehicles, and they should therefore cheerfully conform to all the traffic rules and thereby contribute not only to their own safety and comfort but also to the movement of traffic as well.
Sec. 2. Pedestrians should never step from the sidewalk to the street without first looking in each direction for approaching vehicles.
Sec. 3. Pedestrians should never cross streets except at regular crossings and at right angles.
Sec. 4. Pedestrians should wait for the signal of traffic policeman whenever one is stationed and move in the direction of the traffic only.
Sec. 5. Pedestrians should be particularly cautious in crossing alleys.

Article IV—Drivers' Signals.
Section 1. Before slowing up or stopping drivers shall signal to those behind by raising the whip or hand vertically.
Sec. 2. In turning while in motion, or in starting to turn from a standstill, a signal shall be given by indicating with the whip or hand the direction in which the turn is to be made.
Sec. 3. Before backing or slowing up ample warning shall be given, and while backing unceasing vigilance must be exercised not to injure those behind.
Sec. 4. One blast of a police signal indicates that East and West traffic must stop and that North and South traffic may proceed.
Two blasts that North and South traffic shall stop and East and West traffic may proceed.
Three or more blasts is a signal of alarm and indicates the approach of danger.

Article V—Right of Way.
Section 1. Police, Fire Department, Ambulances and United States Mail vehicles shall have the right of way in any street and through any processional way.
Sec. 2. Horse-drawn vehicles shall have the right of way over power-driven vehicles, street cars excepted.
Sec. 3. The driver of a vehicle, on the approach of any fire apparatus, shall immediately draw up said vehicle as near as practicable to the right hand curb and parallel thereto and bring it to a standstill.
Article VI—Street Cars.
Section 1. The driver of a street car shall immediately stop his car and keep it stationary upon the approach of any fire apparatus.
Sec. 2. Street cars shall have the right of way, between cross streets, over all vehicles.
The driver of any vehicle proceeding upon the track in front of a street car shall turn out upon signal of the driver or conductor of the car.
Sec. 3. No vehicle or street car shall so occupy any street as to interfere with or intercept the passage of other cars or vehicles.
Sec. 4. During blockades or stoppages a clear space of ten feet shall be kept open between cars opposite the alley or the center of the block if there be no alley.
Article VII—Speed.
Section 1. No vehicle shall proceed at any time at a greater speed than the law allows and which is safe and proper under the conditions then obtaining.
Sec. 2. No vehicle shall cross any street or avenue or make any turn at a speed rate exceeding one-half its legal speed.
Sec. 3. No vehicle shall emerge from an alley, stable or garage at a pace faster than a walk; at the latter places an attendant should precede the vehicle to give warning.
Sec. 4. Horse-drawn vehicles and pedestrians should habitually cross the street intersections as promptly as circumstances permit. Teams moving at an unnecessarily slow walk across street intersections greatly impede traffic.
Sec. 5. On all thoroughfares the heavy and slow moving vehicles shall, as far as conditions permit, keep to the right, in order to allow the rapid moving and lighter traffic to proceed independently.
Ordinance Regulating Speed of Vehicles Near Schools, Public Playgrounds and Churches—Passed July 15, 1915.
Section 1963. No motor, electric or animal drawn vehicle of any kind shall proceed, while within four hundred (400) feet of any schoolhouse in the city, at a greater speed than five (5) miles an hour, between the hours of 8 o'clock a. m. and 6 o'clock p. m. on any day during which school is in session in such schoolhouse.
Sec. 1963a. * * * or within four hundred (400) feet of any public playground in the city, between the hours of 8 o'clock a. m. and 7 o'clock p. m. on any day during which playground is open and in operation.
Sec. 1964. * * * or while within four hundred (400) feet of any church in the city during the time or times that persons are customarily entering or leaving churches on Sundays or holidays, or any other day set apart by such church for religious worship.

should keep to the right of such divisions.
Sec. 4. A vehicle turning into another street to the right shall turn the corner as near the right hand curb as practicable.
Sec. 5. A vehicle turning into another street to the left shall circle around the center of the street intersection.
Sec. 6. A vehicle crossing from one side of the street to the other side shall in doing so keep to the right.
Sec. 7. No vehicle shall stop with left side to the curb.
(Continued on page 4.)

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FOUNDED 1889
Largest Weekly Circulation Among People of Influence and Standing

THOMPSON WINS OUT

Mayor Is Elected National Committeeman to Succeed Roy O. West.

Mayor Thompson was elected Republican national committeeman in the Illinois caucus by a vote of more than two to one over Roy O. West, who has held that place for four years. The mayor received thirty-eight votes to his opponent's seven.

Congressman W. A. Rodenberg of East St. Louis was chosen chairman of the delegation. For the other places the following were elected:

Vice Chairman of Convention—Fred W. Upham, Chicago.

Secretary of Delegation—John H. Harrison, Danville.

Committee on Resolutions—Representative Martin B. Madden, Chicago.

Committee on Credentials—David E. Shanahan, Chicago.

Committee on Rules—Roy O. West, Chicago.

Committee on Permanent Organization—Charles S. Deneen, Chicago.

Committee to Notify the Presidential Nominee—Walter A. Rosenfield, Rock Island.

Committee to Notify the Vice Presidential Nominee—Orville F. Berry, Carthage.

Those who voted for Mayor Thompson for Illinois member of the national committee were the following:

Delegates-at-Large—William A. Rodenberg, William B. McKinley, Isaac N. Evans.

From Chicago Districts—Martin B. Madden, George F. Harding, David E. Shanahan, J. J. Elias, William J. Cooke, August W. Miller, Mathias Wengler, A. H. Severinghaus, Christopher Mamer, Fred W. Upham, William Wrigley Jr., Edward J. Brundage and Edward Clifford (alternate for James Pease).

From Downstate Districts—U. G. Blakely, Plainfield; John Alexander, Aurora; Henry W. Johnson, Ottawa; W. L. Elwood, DeKalb; James R. Cowley, Freeport; Henry C. Warner,

EAGLE WINNERS

The Chicago Eagle Was Only Newspaper, Daily or Weekly, that Supported Straight Democratic Ticket.

It Was the Only Newspaper to Champion Every Man Who Won and No One Else.

Public Men and Public Conditions as They Are Seen by the People in the Light of Their Performances.

General Information of a Public and Political Nature From All Parts of the State and All Parties In It.

The Chicago Eagle congratulates the people of Chicago on the result of the Judicial election, held last Monday.

The Eagle was the only Chicago newspaper, daily or weekly, to support the straight Democratic ticket, and no other candidates whatever.

It was the only Chicago newspaper, daily or weekly, to support all of the winners from start to finish, and no

fore, for feeling happy over the result. The vote was as follows:

Democrats (All Win).

County	Chicago	Towns Total
R. E. Burke	30,819	4,854
W. E. Dever	88,953	4,594
C. A. McDonald	88,979	4,742
W. F. Cooper	84,823	4,304
M. M. Gridley	79,179	5,156
J. J. Sullivan	79,536	3,376

Republicans (All Lose).

County	Chicago	Towns Total
Hosea Wells	66,454	6,758
R. E. Crowe	61,310	5,738
G. A. Dupuy	57,943	5,905
R. E. Turney	57,713	6,194
H. Upatel	52,101	5,581
E. J. Herdlicka	40,576	4,879

Progressives.

County	Chicago	Towns Total
J. T. Richards	10,158	976
R. Whitman	7,400	962

Superior Court Vacancy.

County	Chicago	Towns Total
J. B. David	70,208	2,709
A. J. Redmond	85,059	7,801
City Bridge Bonds—Won by 24,266.		
County Jail Bonds—Lost by 15,229.		

FUNK'S BUNK JUNK

Chief of Police Takes all Power Away from Second Deputy's Investigators.

Second Deputy Superintendent of Police M. L. C. Funkhouser was shown of a large part of his authority by Chief Healey, when the chief dismissed the entire Funkhouser investigating squad numbering about ten men. It is understood that a new squad will be appointed by the chief and that they will be under his orders instead of Funkhouser's. Chief Healey would not discuss his action.

THE CITY COUNCIL

Business Transacted by It at Its Last Meeting.

At the last meeting of the City Council, after Alderman Richard of the finance committee had secured passage of an order permitting manufacturers of auto fenders to equip at their own expense for demonstrating purposes forty trucks belonging to the city, Alderman Kerner made a brief attempt to induce the council to pass an ordinance compelling all auto trucks to be thus equipped.

Ald. Geiger urged Ald. Kerner to postpone consideration of his fender ordinance until the sample fenders to be installed upon the city trucks have been tested satisfactorily. Ald. Geiger called attention to the fact that in tests heretofore made only dummies have been used.

"I would like to ask Ald. Kerner whether any other big city has yet tried out auto truck fenders?" queried Ald. Geiger.

"No," replied Ald. Kerner, "the eyes of the entire United States are on the city and have been for two years."

So much opposition developed to passage of a compulsory auto fender ordinance before the experimental fenders to be placed on city trucks have been given the test of experience that Ald. Kerner finally agreed to a postponement of two weeks.

The council passed a resolution pro-

posed by Ald. Nance, chairman of the health committee, protesting to Congress against the danger to Chicago lurking in the recent bill Senator La Follette of Wisconsin induced the senate to pass cutting in two the flow of water through the drainage canal and limiting it to 250,000 cubic feet a minute. The aldermen at Dr. Nance's request also instructed the finance committee to report whether it would not be wise to order city hall employees to go to work at 8 a. m. and quit at 4 p. m. in the summer months instead of reporting at 9 a. m. and stopping work at 5 p. m.

The council adjourned to Monday evening, June 12.

BRIDGEPORT STENCHES

Why Does the Chicago Health Department Overlook "Influenza" Soap and Rendering Works on the South Side That Are Said to Create Stinks?

The Chicago Eagle is in receipt of complaints from south side people about the awful smell said to come from some alleged soap factories and rendering works in Bridgeport, whose influence is said to be so great with the health and sanitary departments that they can stink as much as they please.

Property owners complain that these stenches pollute the air, lower property values and, what is of more consequence, endanger health.

Are not the lives of people in Bridgeport and vicinity worthy of official notice?

Summer is here and the breezes waft these smells to all parts of the city.

Making this kind of perfumery is unlawful. Why is the law not enforced?

The time was when Chicago stood for the Bridgeport zephyrs with patient suffering.

That time is past and a reckoning awaits the officials who tolerate such a nuisance now at the hands of outraged public opinion and injured public nostrils.

STUCKART NOT TO BLAME

High Taxes Are Work of Assessors and Not of County Treasurer.

Henry Stuckart, county treasurer, objects to being blamed for the increase in taxes. He announced that he is going to tack signs on the wall in his office so that citizens who visit the county treasurer's office to pay their taxes will know that the members of the board of assessors are to blame for the increased taxes and not the county treasurer.



WILLIAM HALE THOMPSON.
New Republican National Committeeman From Illinois.

Dixon; Orville F. Berry, Carthage; W. A. Rosenfield, Rock Island; Thomas G. Vennum, Watseka; John H. Harrison, Danville; Homer J. Tice, Greenville; Elbert S. Smith, Springfield; James B. Searcy, Carlinville; W. E. Trautmann, Belleville; Cicero J. Lindley, Greenville; Alfred H. Jones, Robinson; A. D. Rodenberg, Centralia; Noah C. Balmun, Carmi; M. S. Whitley, Harrisburg; James A. White, Murphysboro; William O. Potter, Marion.

Mayor Thompson and Mr. West did not vote. William J. Calhoun was absent.

other candidate than the men who won.

It was the only Chicago newspaper to call attention to the pretentious, job hunting and officious Chicago Bar Association, which threw down Judge Richard E. Burke and Judge William Fenimore Cooper, and Judge John J. Sullivan, and Joseph B. David and refused to endorse them.

The Eagle was the only Chicago newspaper which stood by these men through thick and thin, as well as the other sitting Democratic judges.

This paper cannot be blamed, there-